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Combat Crew

STRATEGIC AIR COMMAND MAY 1984

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SAC MISSILE COMBAT COMPETITION 1984

Combat Crew

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ON OUR COVER

A salute and good luck to our 1984 SAC Combat Competition Team Members.

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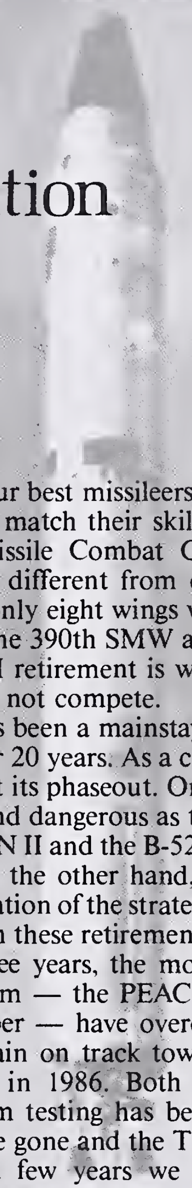
1984 SAC Missile Comb

WELCOME .
TEAM
MEMBERS

General B. L. DAVIS
Commander in Chief Strategic Air Command

D301.81: 34/5

at Competition



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In a few weeks, our best missileers will meet at Vandenberg AFB to match their skills against one another in the Missile Combat Competition. This competition will be different from earlier ones in an important respect; only eight wings will be competing. Representatives of the 390th SMW at Davis-Monthan, where the TITAN II retirement is well underway, will be on hand but will not compete.

The TITAN II has been a mainstay of America's deterrent force for over 20 years. As a commander, I have mixed feelings about its phaseout. On the one hand, in times as unsettled and dangerous as these, such proven systems as the TITAN II and the B-52D are retired only with reluctance. On the other hand, the reluctance is tempered by anticipation of the strategic modernization program — of which these retirements are a harbinger.

Over the past three years, the most prominent elements of the program — the PEACEKEEPER ICBM and the B-1B bomber — have overcome a variety of challenges and remain on track toward an initial operational capability in 1986. Both programs are on schedule, and system testing has been successful. So, while the B-52Ds are gone and the TITANs are leaving the inventory, in a few years we will see PEACEKEEPER and B-1B crews vying for honor at the annual competitions.

This renewal of our strategic strength is important in and of itself to the future freedom and security of America. Even more important is the renewal of the American spirit that it symbolizes: A renewed faith in our country, a revival of pride in what it stands for, and a renewed commitment to excellence in every aspect of our national life. We have been too long without these things.

It is in this spirit of pride in accomplishment and dedication to excellence — and the friendly rivalry it engenders — that we hold the annual competitions for our missile and bomber wings. All of our crew members are excellent; if they were not, they would not be entrusted with such grave responsibilities. The purpose of the competition is to identify and recognize the best among the excellent and to learn from one another how to improve our procedures and our effectiveness as a combat force. Given the large and growing threat we have to deter, and the limited resources, even with modernization, that we have to work with, that is an important objective.

I congratulate in advance the team members from each wing — the operations, maintenance, security, communications and civil engineering representatives. Your selection to participate is clear testimony of the high confidence your units have in you. Regardless of the final outcome, I know each of you will show that confidence was well placed. **Good luck to each of you.★★★★**

Maj Gen J. A. Brashear
HQ SAC DCS/Operations

This month members of SAC's ICBM force will, for the 17th time, assemble to compete for the coveted Blanchard Trophy and recognition as the Top Missile Wing in the Strategic Air Command. It is an exciting time for the command in terms of competitive spirit, but more importantly, this competition is representative of the responsiveness and professional capability of a very important part of our nation's strategic TRIAD.

For 35 years the members of SAC's missile force have served as silent sentinels to protect our freedom. Since the first Atlas missile went on alert in 1959, SAC missileers have played a large part in our national defense. Since that time, many changes have taken place in our ICBM force. The Atlas and Titan I missiles have given way to new systems and today the Minuteman and Titan II provide the cornerstone of our strategic deterrence. The ability of this force to deliver high yield weapons to within 300 yards of their targets in just 30 minutes is a sobering thought for those who would attempt to impose their will on this country. But in the final analysis it is the dedication and professionalism of SAC men and women and not hardware that provide the backbone and give meaning to this powerful deterrent force. Without the skill and commitment of the crews on underground alert, the maintainers at work amidst ice and snow, and the lonely vigil of our sentries, strategic deterrence would have little credibility.

The SAC Missile Combat Competition is a symbol of our people's dedication to excellence. In addition to promoting esprit, it provides an incalcuable impetus to improve and refine the technical procedures which govern how we perform on a daily basis. The pursuit of excellence and competitive spirit, the honing of individual skills and the knowledge gained from competition preparation contribute significantly toward the betterment of the ICBM force.

Although the number of competing wings has been reduced to eight for 1984, the competition promises to be every bit as tough as it has been in previous years. Individuals and teams from operations, maintenance, civil engineering, communications and security police will once again be challenged by well designed exercises. The race for the Blanchard Trophy will be determined by combining the scores from each event. Considering the high caliber of the missile force, the intense training and close screening of competitors, there is no doubt that this year's competition will be another spirited event.

To those who carry the banner for their wing, Congratulations! You are the cream of the crop. And to those who helped train, prepare and challenge this year's competitors — **Well Done!** You have made all of us winners.★★

THE

MINUTEMAN
The Human Co

Capt Ralph R. Olson
3901 SMES, Vandenberg

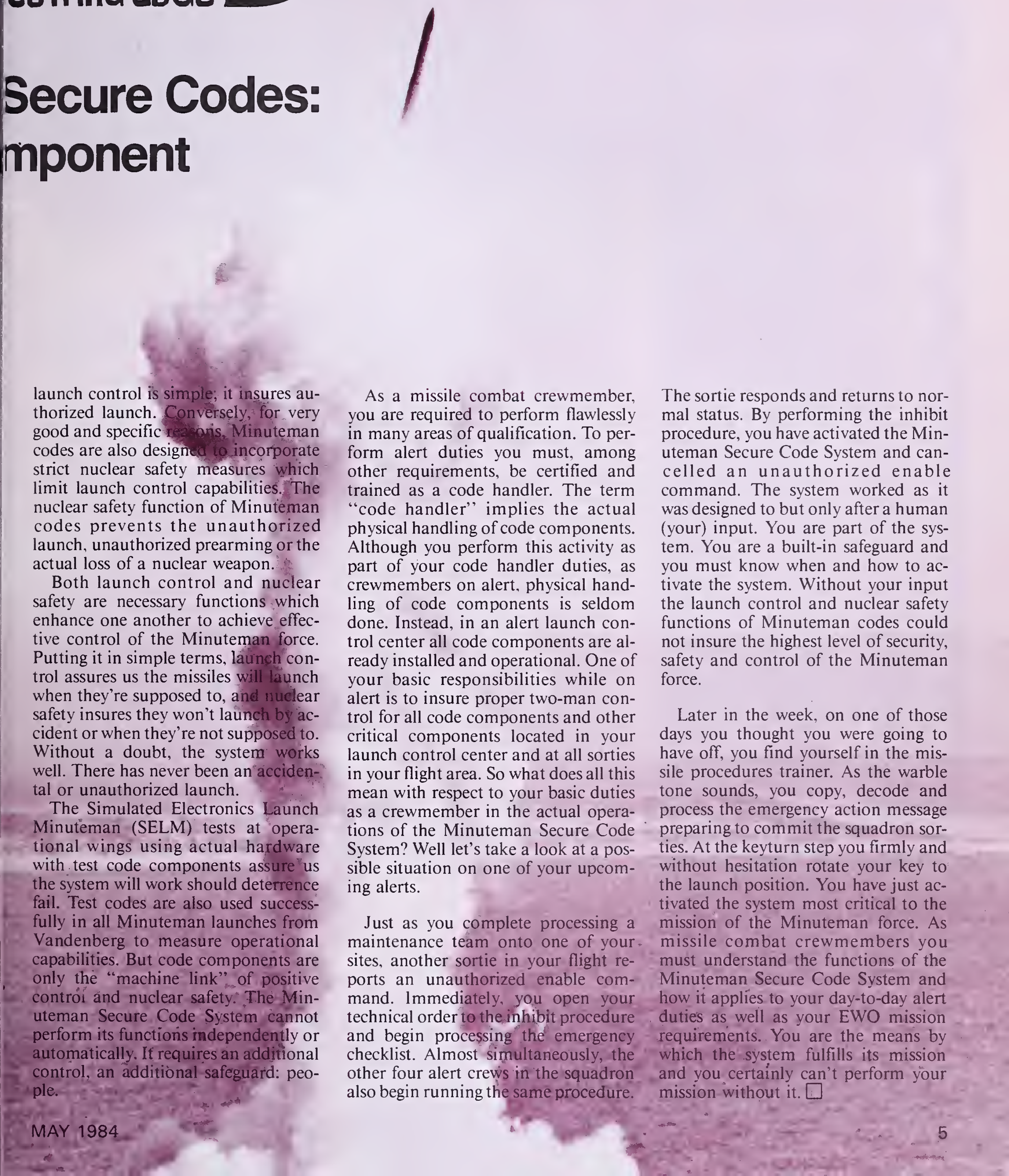
Ten seconds, hands on keys. Keyturn on my mark: 3 . . . 2 . . . 1 . . . Mark!

As a Minuteman missile combat crewmember you have practiced this sequence so often it seems second nature. What you actually did by performing keyturn was to accomplish the most important step of the Emergency War Order (EWO) — you have activated the Minuteman Secure Code System.

The concept of positive control applies to all of our nuclear forces. Coded emergency action messages and sealed authenticators provide the positive control link between the President and the missile combat crews. In most weapon systems, combat crews and the weapons themselves are collocated and the positive control chain ends with the combat crews. The unique feature of the Minuteman weapon system is that the missiles are remotely located from their human control by at least three miles. Although this enhances survivability, weapon system security is further complicated. The Minuteman Secure Code System provides the vital additional link by extending positive control from the missile combat crew to each unmanned Minuteman missile site.

Minuteman codes serve two basic functions: launch control and nuclear safety. Launch control provides the actual control link between CINCSAC, missile combat crews and all 1000 Minuteman missiles. The concept of

Secure Codes: mponent



launch control is simple; it insures authorized launch. Conversely, for very good and specific reasons, Minuteman codes are also designed to incorporate strict nuclear safety measures which limit launch control capabilities. The nuclear safety function of Minuteman codes prevents the unauthorized launch, unauthorized prearming or the actual loss of a nuclear weapon.

Both launch control and nuclear safety are necessary functions which enhance one another to achieve effective control of the Minuteman force. Putting it in simple terms, launch control assures us the missiles will launch when they're supposed to, and nuclear safety insures they won't launch by accident or when they're not supposed to. Without a doubt, the system works well. There has never been an accidental or unauthorized launch.

The Simulated Electronics Launch Minuteman (SELM) tests at operational wings using actual hardware with test code components assure us the system will work should deterrence fail. Test codes are also used successfully in all Minuteman launches from Vandenberg to measure operational capabilities. But code components are only the "machine link" of positive control and nuclear safety. The Minuteman Secure Code System cannot perform its functions independently or automatically. It requires an additional control, an additional safeguard: people.

As a missile combat crewmember, you are required to perform flawlessly in many areas of qualification. To perform alert duties you must, among other requirements, be certified and trained as a code handler. The term "code handler" implies the actual physical handling of code components. Although you perform this activity as part of your code handler duties, as crewmembers on alert, physical handling of code components is seldom done. Instead, in an alert launch control center all code components are already installed and operational. One of your basic responsibilities while on alert is to insure proper two-man control for all code components and other critical components located in your launch control center and at all sorties in your flight area. So what does all this mean with respect to your basic duties as a crewmember in the actual operations of the Minuteman Secure Code System? Well let's take a look at a possible situation on one of your upcoming alerts.

Just as you complete processing a maintenance team onto one of your sites, another sortie in your flight reports an unauthorized enable command. Immediately, you open your technical order to the inhibit procedure and begin processing the emergency checklist. Almost simultaneously, the other four alert crews in the squadron also begin running the same procedure. The sortie responds and returns to normal status. By performing the inhibit procedure, you have activated the Minuteman Secure Code System and cancelled an unauthorized enable command. The system worked as it was designed to but only after a human (your) input. You are part of the system. You are a built-in safeguard and you must know when and how to activate the system. Without your input the launch control and nuclear safety functions of Minuteman codes could not insure the highest level of security, safety and control of the Minuteman force.

Later in the week, on one of those days you thought you were going to have off, you find yourself in the missile procedures trainer. As the warble tone sounds, you copy, decode and process the emergency action message preparing to commit the squadron sorties. At the keyturn step you firmly and without hesitation rotate your key to the launch position. You have just activated the system most critical to the mission of the Minuteman force. As missile combat crewmembers you must understand the functions of the Minuteman Secure Code System and how it applies to your day-to-day alert duties as well as your EWO mission requirements. You are the means by which the system fulfills its mission and you certainly can't perform your mission without it. ☐

The 381 SMW has a long association with the coveted Blanchard Trophy, noted 381 SMW Commander Col Jay W. Kelley. "We were the first Titan II wing to win the trophy in 1972 and we have been very possessive about it ever since. We have earned the honor of being 'best of the best' four times. It is our intention to retain that honor this year and demonstrate the excellence of the **'Mean Green McConnell Machine'**."

The missile combat competition teams from McConnell have entered high gear in their preparation to meet all challengers in the 1984 SAC Missile Combat Competition. The wing's efforts to win the Blanchard Trophy for an unprecedented fifth time come at an important time in the unit's history as it begins to undertake an additional mission to its role of strategic deterrence — deactivation.

Competition project officer Lt Col Herbert Farr stated, "We put forth that extra effort in our training with the knowledge that every point counts. Our operation's team has the potential to win it all this year. They know how important their role is to the entire wing effort and will do everything to live up to their potential.

"But whether in operations, maintenance, security police, civil engineering or communications, ours is a team effort and our competition teams know they have the support from the wing to win."

Representing the 381st on the operations side are crews S-099 and S-199. **Crew S-099 consists of 1Lt Doyle Hinton, MCCC; 1Lt Steve Pearson, DMCCC; MSgt Delman Colford, MSAT; and SSgt Albert Abbondanza, MFT.**

Crew S-199 includes 1Lt Bonnie Schaefer, MCCC; 1Lt Sheila Schrock, DMCCC; TSgt John Ferguson, MSAT; and Sgt Linda Bailey, MFT.

The training crew consists of **Capt David Shiller, 1Lt Don Sparks, TSgt Richard Webb and Sgt Joe Bishop.**

Crew S-099: 1Lt Steven J. Pearson, MSgt D. Brent Colford, SSgt Albert Abbondanza, and 1Lt William D. Hinton.

Last year the operations team earned the Best Missile Operations, Best Missile Crew and Best in SAC.

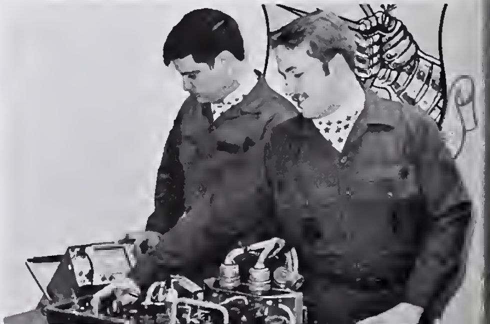
According to Capt Shiller, "The prior experience within the operations team will be our strongest asset this year. Experience is especially important in the MSAT and MFT positions." Seven of eight competitors this year have a combined total of 19 years in competition experience.

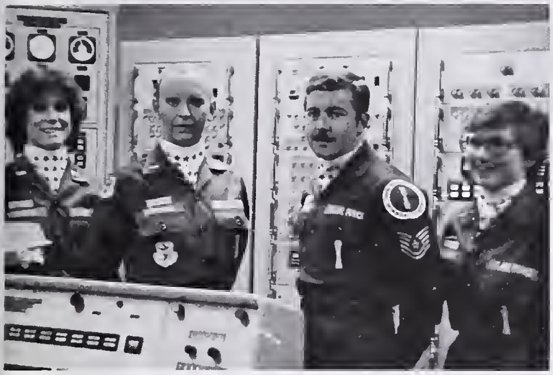
"With some of last year's winning operations competitors now in the training role this year, we know we have the best in experience and expertise guiding our 1984 competition crews," said 381st Deputy Commander for Operations Col Albert R. Greene Jr. "We believe the training that they can provide is by far the best in the command."

But the effort to win the Blanchard is not singularly an operations role. McConnell's finest in maintenance, security police, communications and civil engineering have entered rigorous training to play their part on the McConnell team in the annual competition.

Missile Maintenance Team: SSgt Steven B. Cochie and SSgt Terry B. Hanshaw.

Electronics Team: Sgt Christopher James and Sgt Russell D. Stewart.




Crew S-199: 1Lt Bonnie J. Schaefer, 1Lt Sheila L. Schrock, TSgt John B. Ferguson, and Sgt Linda S. Bailey.

Munitions Team: A1C Wade S. Willson, A1C Beverly Haber, and SrA Darnell Newby.

Pneudraulics Team: TSgt Earl W. Cyrus and SSgt James C. Jensen.

Maintenance competition teams project officer Maj Tim Emrick noted that the teams feature some first-time competitors. "We have some new faces, but we are fortunate also to have some veterans. We expect not only to do well, but to win."

The 381st munitions team task involves performing the predeparture briefing, bay preparation and limited life component exchange for the MK-6 unit. McConnell team representatives **SrA Darnell Newby, A1C Beverly Haber and A1C Wade S. Willson** have honed their technical skills to demonstrate their expertise at Vandenberg.

Pneudraulics team members **TSgt Earl W. Cyrus and SSgt James C. Jensen** are faced with the task of performing hydraulic fluid cleanliness analysis.

Guiding the missile maintenance team is **SSgt Terry B. Hanshaw with SSgt Steven B. Cochie.** As a team they have engaged in intensive training to excel at their task of inspecting a missile trailer and preparing it for use.

The final element of the missile maintenance teams is the electronics laboratory team. **Sgt Christopher James and Sgt Russell D. Stewart** are prepared to demonstrate to all their winning ability to inspect, troubleshoot, repair and calibrate a hydraulic control unit.

The communications maintenance team is an integral part of the 381st drive to reclaim the Blanchard. Preparing for their task of bench checking and repair of a SAC automatic command control system electrographic teleprinter is **SSgt Richard R. Kahleh assisted by A1C Steven L. Nolte.** Communications maintenance team project officer 1Lt Cynthia Anderson said, "Our training has been at an extra fast pace, more so than planned. It has featured more intense and diversified training. As a result our team will be extremely competitive."

Being the first security police team to win back to back Best Titan Security Police Team at the competition provides the motivation necessary for the McConnell team to re-double its efforts and continue its record-breaking trend. Once again TSgt Stephan A. Eskina has undertaken the responsibility as trainer and has put together a crack competition team.

Led by **Sgt Gary F. Wetzel, the team has SrA David M. Franzen, M-60 machine gunner, SrA Kenneth J. Chrapkowski, assistant machine gunner and A1C Robert D. Hogthchew,** rifleman, rounding out the fire team. Practicing for the three-phase security police and competition of weapons firing, practical exercise and confidence course, the McConnell team has been in a high pace frame of mind in their quest for another victory.

The civil engineering team features a three time veteran, **Mr Harold R. Brill and newcomer A1C Eve E. Presson.** Team trainer SSgt Frank A. Gunn has organized a detailed training plan to meet the challenge of the competition task calling for the disassembly, inspection, cleaning, reassembly and adjust of the circuit breaker (CG) 52G.

"I know we can win at Vandenberg and repeat our win in the Best Competition Civil Engineering Team and Best Titan CE Team categories," noted trainer Sgt Gunn.

Col Kelley summed up his feelings to competition representatives by saying, "One thing I feel strongly about is that you have to go out there convinced you're going to win. We have the know how, the drive, and capability to win. **Our competitors are winners."** □

Communications Team: SSgt Richard R. Kahleh, A1C Kenneth A. Kalabreir, and A1C Steven L. Nolte.

Security Police Team: TSgt Stephan A. Eskina, SrA Mark Gonzales, A1C Robert D. Hogthchew, SrA David M. Franzen, SrA Kenneth J. Chrapkowski, Sgt Gary Wetzel and Sgt Kevin Moore.

Civil Engineering Team: Mr Harold R. Brill, A1C Eve E. Presson, A1C Marie L. Munday, and SSgt Frank A. Gunn.

351st

SAC MISSILE COMBAT COMPETITION 1984

Operations Crew: Capt Allyn W. Delwiche (sitting) and 1Lt James G. Johnson.

With a goal of "One More in '84," members of the 351 SMW, Whiteman AFB, will be ready to win the Blanchard Trophy at the annual SAC Missile Combat Competition at Vandenberg AFB.

Whiteman people are firm believers that their team will bring home the title "Best in SAC," along with the coveted Blanchard. After winning the trophy in '67, '71, '77 and '81, Whiteman is pulling together for an unprecedented fifth victory.

In the '83 competition, Whiteman took awards for the Best Minuteman Mechanical Shop and Best Minuteman Operations Trophy, awarded by the Air Force Association.

Team One of the missile combat crew operations teams consists of **1Lt William D. Dugat III, MCCC and 1Lt Robert T. Sullivan, DMCCC.**

Operations Crew: 1Lt William D. Dugat III (standing) and 1Lt Robert T. Sullivan.

Team Two, the Silver Team, is represented by **Capt Allyn W. Delwiche, MCCC and 1Lt James G. Johnson, DMCCC.**

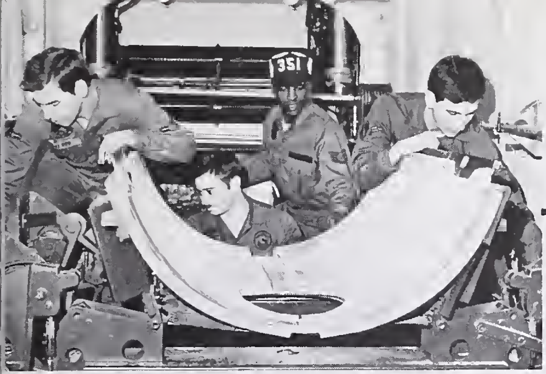
Competitors from the 2154th Communications Squadron chosen to represent Whiteman in the competition are **A1C Bobby E. Hodge, team chief and A1C Dale T. Dudka,** team member. The team's responsibilities at the competition will include bench checking and repairing the electrographic teleprinter.

Whiteman's composite maintenance team covers the competition areas of reentry vehicle, electronics laboratory, pneudraulics and missile handling.

The missile handling team will consist of four members of the 351 OMMS. Team members are: **SSgt Earl W. Humphrey,** team chief; **SrA Roger Hamilton, A1C Glenn E. Albro and A1C Michael K. Conlon.** Their task will be to perform a pre-operational inspection, checkout, service, adjustment and repair of the missile transporter.

Two members of the 351 FMMS, **SrA Wayne H. Skutt,** team chief and **SrA Martin R. Giles,** will make

Communications Team: A1C Scott T. Price, A1C Bobby E. Hodge, and A1C Dale T. Dudka (not shown).



Missile Handling Team: A1C Glenn E. Albro, A1C Michael K. Conlon, SSgt Earl W. Humphrey and SrA Roger Hamilton.

Pneudraulics Team: SrA Scotty Stevenson and SSgt James P. Hunt.

Civil Engineering Team: SSgt Ronald E. Shultz and Sgt Amos Franklin.

up the electronic laboratory team. Their portion of the competition will involve the checkout, troubleshooting and repair of a Minuteman power processor.

The pneudraulics team is composed of **SSgt James P. Hunt and SrA Scotty Stevenson.** Their task will be to inspect, adjust, remove, replace, troubleshoot and perform component certification of the purged manifold.

Completing the lineup for the maintenance teams are the members of the reentry vehicle team. The team consists of **Sgt Johnny D. Delacruz,** team chief, and team members **SrA Kris Gresser and A1C Melvin J. McGee.** During their portion of the competition they will be required to perform all bay preparation tasks, assemble the reentry vehicle in preparation for mounting and provide necessary predeparture briefing to the installation team.

For the first time in the history of the missile combat competition, the task for the 1984 MCC civil engineering teams will involve electrical power production. To fill this requirement, Whiteman selected **SSgt Ronald E. Schultz and Sgt Amos Franklin** to compete in the civil engineering arena. Their task will be to disassemble, inspect, troubleshoot, repair, service and reassemble a diesel engine starter unit.

Rounding out the Whiteman competitors are **SSgt Edward T. Mazurek, Sgt Raymond R. Metz, Sgt Tommy L. Thompson and Sgt Mark W. Wright** who comprise the security police team. The team will compete in weapons firing, response to a hostile situation, and a test of their physical abilities.

The trainers for this year's team are setting a rigorous pace and the competitive spirit is obvious in all five competition areas, according to Lt Col Robert Davis, wing project officer. "The team representing Whiteman this year is young and aggressive with very little previous competition experience. Each competitor knows he must give it his best shot since previous competitions have been won or lost by only one point." The Colonel pointed out "the strength of this year's team is team spirit." He closed by noting that base and community support has been outstanding. ☐

Electronics Laboratory Team: SrA Martin R. Giles and SrA Wayne H. Skutt.

Reentry Vehicle Team: A1C Melvin J. McGee, SrA Kris R. Gresser, Sgt Johnny D. Delacruz and SSgt Jeffrey Shipman.

Security Police Team: Sgt Tommy L. Thompson, SSgt Edward T. Mazurek, Sgt Mark W. Wright and Sgt Raymond R. Metz.

341st

Malmstrom AFB has undergone two SAC IGs in nine months and has come out on top with some of the best ratings in recent years. We are ready to cap off this outstanding year by bringing home the Blanchard Trophy," says Col James B. Knight, 341st SMW commander.

"We have worked very hard this year and put a lot of effort in to prove we are the best. The work and effort we put out has shown in our outstanding accomplishments," said Col Bruce Harger, deputy commander for operations. "All we have left to do this year is win the Blanchard Trophy."

Representing the 341st on the operations side are **Capt Will R. Wallace Jr, MCCC, and 1Lt Robert M. Bozung, DMCCC.** They will compete in the improved launch control system/Minuteman II. In the command data buffer/ Minuteman III system, **1Lt Jerry Kozlowski** is the MCCC and **1Lt Donald MacKinnon II** is his deputy.

Col Harger added, "These men represent the best missilemen in the Air Force and have proven it over and over in heavy testing and evaluations. They are ready to win."

Deputy Commander for Maintenance Col Thomas Mulligan is equally optimistic about his four teams.

"Our missile maintenance people have proven to 15th Air Force that they are the best for two years in a row. They have worked very hard each and every day and are ready to show the people at Vandenberg just what they know . . . that they are the best," said Col Mulligan.

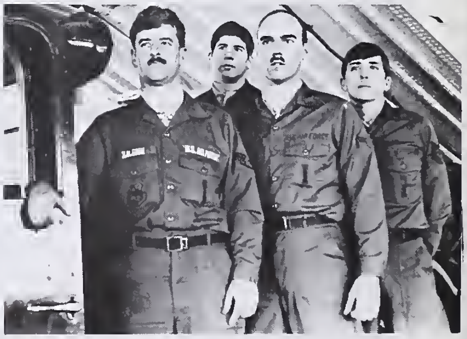
In munitions maintenance, members are **SSgt Jerry W. Brown, team chief, Sgt Edward M. Sierzenga and SrA Ligaya O. Owen.**

From the missile handling section, the competitors are **TSgt Gordon A.**

Operations Team CDB/Minuteman III: 1Lt Jerry Kozlowski and 1Lt Donald MacKinnon II.

Operations Team ILCS/Minuteman II: Capt Will R. Wallace Jr. and 1Lt Robert M. Bozung.

Munitions Team: SrA Ligaya P. Owen, Sgt Edward M. Sierzenga and SSgt Jerry W. Brown.



Missile Handling Team: SSgt Anthony J. Zaleski, Sgt Michael J. Giametta, A1C William F. Harp and TSgt Gordon A. Gibney.

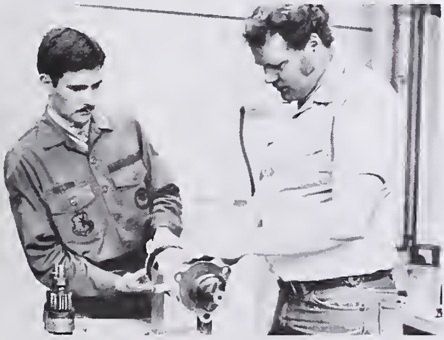
SAC MISSILE COMBAT COMPETITION 1984

Electronics Lab Team: SSgt George M. Allen and A1C Perry R. Phillips.

Security Police Team: A1C Brian W. Zietlow, A1C Donald R. Ludwick, Sgt Kevin R. Paxton and Sgt Viencent A. Dougan.

Pneudraulics Team: A1C Philip A Sacca and Sgt Thomas H. Cook.

Civil Engineering Team: A1C Troy A. Nelson and Mr James L. Harden.



Communications Team: SrA Kenneth Scholl and SSgt Robert Fortenberry.

Gibney, team chief, SSgt Anthony J. Zaleski, Sgt Michael J. Giametta and A1C William F. Harp.

The pneudraulics section competitors are **Sgt Thomas H. Cook, team chief, and A1C Phillip A. Sacca.**

From the electronics laboratory, the 341 SMW will send **SSgt George M. Allen, team chief, and SrA Perry R. Phillipps** to Vandenberg.

Col Stephen Heppell, 341st Security Police Group commander, said, "We have worked very long and hard to select the top cops. These people are the best in their field and we know they will bring home the silver from Vandenberg."

Fire team leader is **Sgt Kevin R. Paxton. Sgt Vincent A. Dougan, A1C Brian W. Zietlow, and A1C Donald R. Ludwick** fill out this team of professionals.

Civil Engineering Commander Lt Col Steven Mugg said, "Our people are top professionals in their respective fields. The team members from the power pro shop are a part of the big team and I feel they will represent us well. We will bring home the silver."

Team members are **Mr James L. Harden, team chief, and A1C Troy A. Nelson.**

The 2143d Communications Squadron commander is no less confident about his team of competitors. "We have had a very good year and I feel very confident about our ability to bring home the Blanchard Trophy," said Maj Cecil Hicks. "We have the best team ever going down to Vandenberg to represent the 341 SMW."

The team representing the communications squadron is **SSgt Robert Fortenberry, team chief, and SrA Kenneth Scholl.** ☐

321st

The 321st SMW, Grand Forks AFB, the best Minuteman Wing last year and the current missile comp teams are ready for the annual competition at Vandenberg AFB and working for a clean sweep in '84. Reflecting the attitude that the competition is actually won at the base during preparation and training, this year's Grand Forks team has undergone the stiffest precompetition selection and training in years. Twenty-three of the best from the 321st SMW, 319th BMW and 2152nd Communication Squadron are dedicated to bringing the Blanchard back home to the Sunflake City where it found a home in 1969 and 1974!

Specialized training to support the '84 competition began early following the selection of the team members. **Lt Col Phil Pizzo,** SAC Missile Combat Competition project officer for the 321st SMW, and individual project staff officers for the Missile Operations, Missile Maintenance, Communications, Munitions, Security Police and Civil Engineering teams spent three months preparing their competitors for the showdown at Vandenberg.

Crew S-001: 1Lt Loren H. Schrag Jr and 1Lt Philip D. Moore.

Missile Handling Team: SrA Kenneth L. Herrmann, SSgt James M. Ascione, SrA Ricky T. Gaylor and SrA Robert T. Luter.

Crew S-002: 1Lt Charles J. Hinton and 2Lt Michael R. Berry.

E-Lab Team: Sgt Rosdeo O. Manluco and Sgt Michael R. Gourley.

Fighting their way through an initial field of 180 applicants and an arduous selection process, four crewmembers representing 321st SMW Operations firmly believe they've won their Best Operation trophy and will be at Vandenberg to prove their point and bring it home. **1Lt Phil Moore** will command **crew S-001** with **1Lt Loren Schrag** as deputy. **Crew S-002** is commanded by **1Lt Charles Hinton** with **2Lt Mike Berry** as the deputy.

Still feeling the pressure from their stiff selection process, and promising to do the 321st SMW Field Missile Maintenance and Organizational Missile Maintenance Squadrons justice and return with the best Maintenance Trophy again in '84, are the best in the maintenance business. The E-Lab Team consists of **Sgt Michael Gourley,** team chief, and **Sgt Rosdeo Manluco** as team member. **SSgt Jim Ascione** is the team chief for the Missile Handling Team and has **SrA Ken Herrmann, SrA Bob Luter** and **SrA Ricky Gaylor** as team members. Rounding out the maintenance side is the Pneudraulics Team headed by **SSgt Mike Nottestad** with **SrA Chris Manolakos** as the team member.

Civil Engineering Team members for this year's competition are **TSgt Dave Marg** and **A1C Renee Skog.** They will be putting forth their best efforts with confidence. Also keeping the lines of communication open at Grand Forks and ready to broadcast home the message of their success from the 2152nd Communications Squadron are **TSgt Bill Farley** and **Sgt Darrell Long.**

This year's representatives from the 319th BMW Munitions Maintenance Squadron are Team Chief, **TSgt Leandro Garza** and team members **SSgt Mark McWhorter** and **A1C Bob Foster.**

The battle field is set and the tactical options planned for the 321st Security Police Group team. They explain that they've heard rumors that the Best Security Police Trophy is homesick for Grand Forks and have their plans drawn up for a frontal attack to bring it home. **Sgt Dave Golino** will head the attack as team chief. Team members will include **Sgt Steve Nissell, SrA Graig Torgerson** and **A1C Tony Weatherholt.**□

Civil Engineering Team: TSgt David D. Marg and A1C Renee D. Skog.

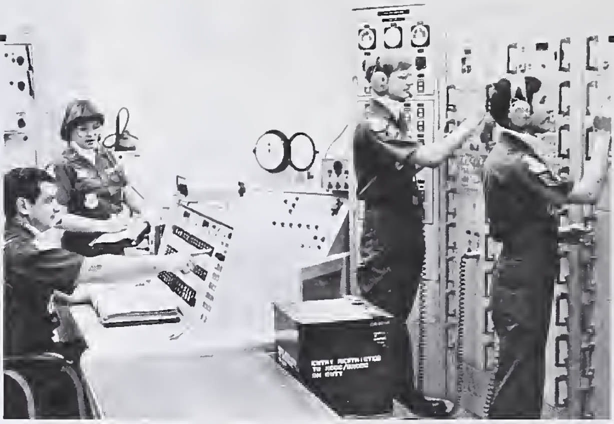
Communications Team: A1C John D. Morris and Sgt Darrell A. Long.

Munitions Maintenance Team: TSgt Leandro H. Garza, A1C Robert A. Foster and Sgt Mark D. McWhorter.

Pneudraulics Team: SSgt Michael L. Nottestad and SrA Chris Manolakos.

Security Police Team: Sgt Steven E. Nissell, A1C Anthony J. Weatherhold, SrA Graig S. Torgerson and Sgt David P. Golino.

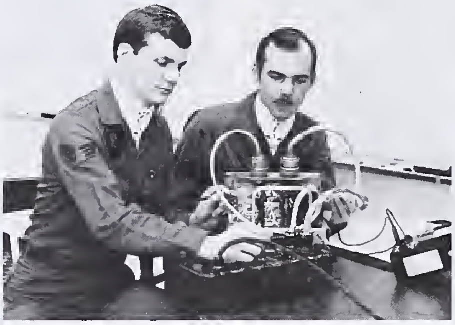
308th



Crew S-200: 1Lt Robert E. Servant, 1Lt Beverly J. Rollins, SSgt Rodney L. Holder and TSgt Carmen A. Malone.

Munitions Team: Sgt Charles E. Ri ermyer.

Pneudraulics Team: SSgt Dale W. Gray and TSgt William M. Judy.



Electronics Laboratory Team: SrA Rex A. Mitchener and TSgt William F. Voigt.

Civil Engineering Team: SrA Michael S. Harless and Mr Rober G. Forinash.

It was an extraordinary year for the 308 SMW, Little Rock AFB. As current holders of both the Colonel Lee R. Williams Memorial Trophy and the Omaha Trophy, they are recognized as the best wing in SAC, but the coveted Blanchard Trophy once again slipped through their fingers in 1983. They have vowed this year to make amends.

After placing third for the Blanchard in 1982 and second in 1983, the 308th is going all out for the top rung on the ladder in 1984. This will be their last competition against a complete Titan Wing as deactivation will be taking place at McConnell AFB this summer. Davis-Monthan AFB will not be competing this year as they have nearly completed their deactivation.

Even though the 308th is the best wing in SAC, they remain the only missile wing never to have won the Blanchard Trophy. With this in mind, and the fact that they begin deactivation next year, this year's competitors will be pulling no punches. They have begun what is probably the most intensive training program ever in preparation for this year's competition.

Col Jack A. Leach, 308 SMW commander, a winning participant of the very first SAC missile combat competition in 1967, is providing the inspirational leadership necessary to produce a winner and I'm confident they will do just that," he added.

Operations crews have virtually memorized their Dash-1 tech orders while making the missile procedures trainer their home away from home. Crew S-200 is under the command of **1Lt Robert E. Servant with 1Lt Beverly J. Rollins as DMCCC. SSgt Rodney L. Holder** is the experienced MSAT member of the crew. **TSgt Carmen A. Malone,** MFT, is competing for the second year in a row.

Crew S-245 is commanded by **1Lt Charles F. Finan; 1Lt Charles D. Dusch is the DMCCC. SSgt Donald W. Fent is the MSAT and SSgt Robert B. Gershom Jr. is the MFT.**

Little Rock's maintenance teams are on a roll and intend to bring home the Best Missile Maintenance Trophy for the third year in a row. One maintenance team believes in keeping with a good thing. The pneudraulics team which won the Best Titan II Pneudraulics Team Trophy the past two years is going with the same primary competitors this year in an attempt for the hat trick. **TSgt William M. Judy and SSgt Dale W. Gray** both competed in the 1982 and 1983 competition and returned home as the Best Missile Maintenance Team in SAC. They'll be performing a hydraulic fluid cleanliness analysis.

The electronics laboratory team is also out for a re-

gt Anthony E. Wall, and Sgt Cecil J. Ov-

Crew S-245: 1Lt Charles F. Finan, 1Lt Charles D. Dusch, SSgt Donald W. Fent and SSgt Robert B. Gershom Jr.

Missile Maintenance Team: SSgt Paul T. Jackson and SSgt Michael D. Fisher Sr.

Communications Maintenance Team: SSgt Sheldon B. Judson and A1C Michael A. Pippins.

Security Police Team: A1C Jimmy L. Queen, SSgt Robert S. Pike, A1C John B. Aleshire and SrA Larry A. Occhibone.

peat win in this year's competition. **TSgt William F. Voight, team chief, and SrA Rex A. Mitchener** will be tasked with inspecting, troubleshooting, repairing and calibrating a hydraulic control unit. Mitchener made sure no one else had a chance in 1983 by achieving a winning score of 297 of a possible 300 points.

The record of the munitions team members is truly impressive. **SSgt Anthony E. Wall,** reentry vehicle team chief, competed in 1982 and was selected as the SAC Outstanding Munitions Technician/Supervisor of the Year for 1983. **Sgt Cecil J. Overmyer** is the 1983 SAC Airman of the Year and was an alternate in the '82 competition. **Sgt Charles E. Riggs** was also an '82 competitor. They are so confident of winning they believe the other bases can keep their teams at home. Their task will be to perform a predeparture briefing, bay preparation and limited life component exchange.

The team chief for the missile maintenance team is **SSgt Michael D. Fisher. SSgt Paul T. Jackson** is the other primary team member.

Maj Richard H. Merlin, maintenance project officer with 12 years of Titan II experience said, "Our maintenance teams have the expertise and drive necessary to bring home the team awards and the overall Best Missile Maintenance Trophy for the third year in a row. This year the 308th team is going to walk away with the Blanchard."

The security police team consists of **SSgt Robert S. Pike,** fire team leader; **A1C John B. Aleshire,** M-60 machine gunner; **A1C Jimmy L. Queen,** M-60 assistant machine gunner, rifleman; and **SrA Larry A. Occhibone,** rifleman. 1Lt Alfred S. Spencer, unit project officer, said, "We have one of the best teams we've ever had. They don't view themselves as just an SPS team but part of the wing team who will bring home the Blanchard."

The two non-SAC units who are part of the 308th team are the 2151 Communications Squadron and the 314 Civil Engineering Squadron.

The communications maintenance team, whose task will be to troubleshoot and repair an electrographic teleprinter, vow not to be outdone by the competition. **Mr James C. Creasey** heads a team consisting of **SSgt Sheldon B. Judson and A1C Michael A. Pippins.**

The civil engineering team will be tasked to troubleshoot, inspect and repair the main circuit breaker used for a missile complex auxiliary power supply. **Mr Roger G. Forinash** is team chief and **SrA Michael S. Harless** is the other team member.

Watch out for the ROCK! The whole team is hungry and after one thing — the **Blanchard Trophy.** ☐

91st

The 91 SMW is determined to turn the 1978 memory into a 1984 reality. The 23 members of the Minot team are ready to bring the trophy home. Hundreds of missile combat competition supporters from the base and the Minot community turned out at the February kickoff party to honor the team. The confidence was high among those in attendance as they listened to Col Anthony T. Hogan, 91 SMW commander, introduce the 1984 team.

Representing the 91st on the operations side are team members: **1Lt David L. Hafich, MCCC; 2Lt D. Wayne Dale, LCO; and 1Lt Evans C. Jacobson, MCCC and 2Lt David L. Peck, LCO.**

Playing a vital role in the crews' bid for the Blanchard Trophy is the support provided by members of the 2150 Communications Squadron, 91st and 92d Missile Security Squadrons, 91st Civil Engineers Squadron, 5th Munitions Maintenance Squadron, and the 91st Field Missile Maintenance Squadron.

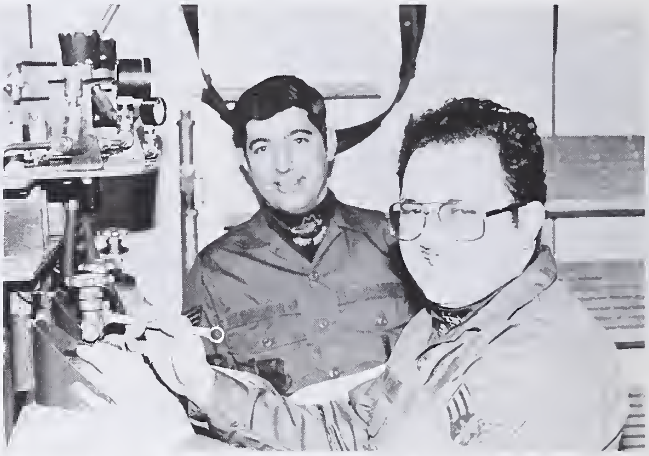
It is these teams working together that can bring the trophy back to Minot AFB.

The communications team is composed of team chief **Sgt David Cameron and SrA Alfred Stallworth. SSgt Phillip Hall** is team chief of the missile handling team and will be working with **Sgt Richard Knowles, SrA Ira Reppert Jr., and A1C John Randolph Jr.** The electronics Laboratory team is headed by **SSgt Bradley Schwalen and** his teammate is **SrA Michael Laverty.** The pneudraulics team, **TSgt Michael Tallman,** team chief, and **SSgt Mark Tomlinson,** team member, complete the maintenance branch.

The civil engineering team is led by **SrA Christine Avila** and her partner is **A1C Michael Bradish.** The munitions team is composed of team chief **Sgt Ramiro Garcia with SrA David Simonds and A1C Barry Nelson.**

The security police team finishes up the 91 SMW roster. This award winning team is made up of **SSgt Lance Samuel,** team chief, and team members **Sgt Patric Baros, Sgt Michael Atwood and A1C Harry Tye.**☐

Operations Crew: 2Lt David L. Peck and 1Lt Evans C. Jacobson.



Pneudraulics Team: TSgt Michael C. Tallman (background) and SSgt Mark A. Tomlinson.

Communications Team: Sgt David Cameron (left) and SrA Alfred Stallworth.

SAC MISSILE COMBAT COMPETITION 1984

Missile Handling Team: (L-R) A1C John S. Randolph, Jr., Sgt Ira N. Reppert, Jr., Sgt Richard D. Knowles, and SSgt Phillip A. Hall

Operations Crew: 1Lt David L. Hafich (sitting), and 2Lt David W. Dale.

Electronics Laboratory Team: SSgt Brad Schwalen and SrA Michael Laverty.

Civil Engineering Team: SrA Christine Avila and A1C Michael Bradish.

Reentry Vehicle Team: Sgt Ramiro Garcia (center) and Teammates SrA David Simonds (left) and A1C Barry Nelson.

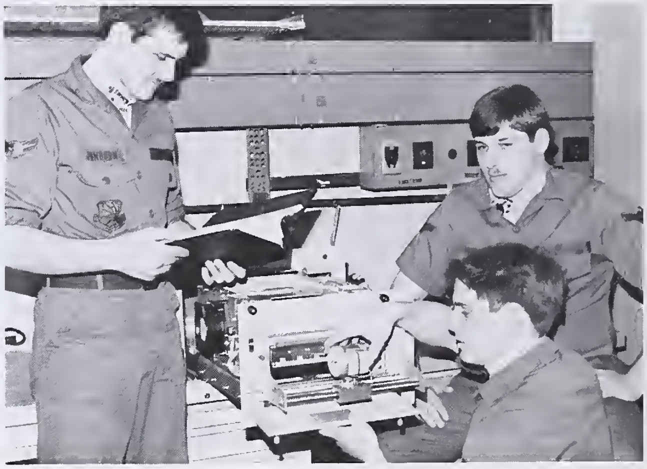
Security Police Team: A1C Michael Atwood and Sgt Patric Baros (top row) and SSgt Lance Samuel and A1C Harry Tye (bottom row).

90th

SAC MISSILE COMBAT COMPETITION 1984

Pneudraulics Team: (L-R) A1C Lorenzo Salgado and A1C Greg Roach.

Operations Team One: 1Lt Jan Kinner and 1Lt Steven P. Ernst.



Communications Team: (L-R) A1C Richard Jondron, A1C Timothy Loveland and A1C Richard Fowler.

Operations Team Two: 1Lt Eddy Reyes and 1Lt Anthony Capra.

Civil Engineering Team: MSgt William Staudte and TSgt William Coil.

The bugle call of the 5th Calvary resounds once again, leading the troops of the 90th Strategic Missile Wing, F. E. Warren AFB, on this charge to victory. The 5th Calvary was an elite group, suited to cope with the rigors of the frontier while striving for excellence. Today, F. E. Warren's finest are seeking that same excellence and dedication to victory.

The search for excellence began first with the selection of the operations teams. Nearly 100 crewmembers competed for that 5th Calvary eliteness. Emerging as victors are **1Lt Jan T. Kinner, MCCC and 1Lt Steve P. Ernst, DMCCC,** along with **1Lt Anthony Capra, MCCC and 1Lt Eddy Reyes, DMCCC.**

Leading the Civil Engineers on to victory are team chief **MSgt William R. Staudte and TSgt William C. Coil.**

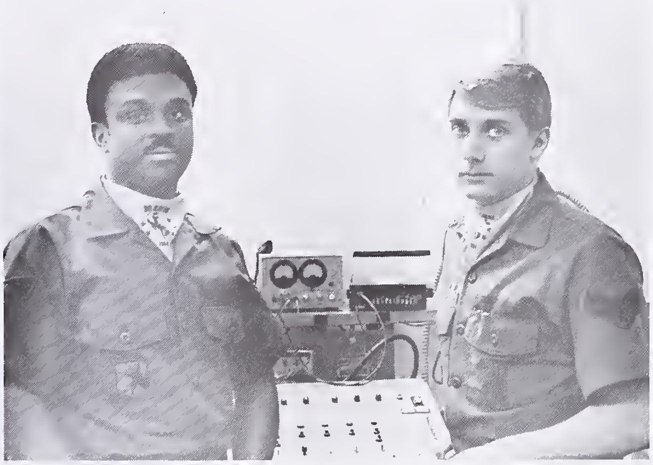
The 2149 Communications Squadron, last year's "Best in SAC," once again will bring home this year's award. Team members are **A1C's Timothy J. Loveland and Timothy A. Stamey.**

This year's 5th Calvary maintenance contingent consist of the elite of the elite. Representing the Missile Handling Team are **TSgt Lenny Rowe, team chief, SSgt James Wisniewski, Sgt Michael J. Powers, and A1C Jeffrey Sturtz.** The Electronics Laboratory team is made up of **SSgt Danny R. Walker, team chief and SrA William E. Till.** The Pneumatics Shop team has **A1Cs Greg W. Roach, team chief, and Lorenzo Salgado.** The Reentry Systems shop is represented by **SSgt Michael W. Butler,** team chief and **A1C's Brian D. Avezzano and Steven N. Keane.**

Just as the 5th Calvary soldiers were crack shots and always ready, so the F. E. Warren Security Police team is accurate and ready. Members are **SSgt Antone C. Jensen, A1C Charles Hampton, A1C Bryan L. Wilson and A1C Peter Blauvett.**

The outstanding members of the F. E. Warren calvary continue to search for excellence. Finding that excellence at Vandenberg will bring the Blanchard Trophy to its rightful place: F. E. Warren Air Force Base.☐

Security Police Team: A1C Charles Hampton, A1C Bryan Wilson, SSgt Antone Jensen and A1C Peter Blauvett.



Electronics Laboratory Team: Sgt Robert B. Davis and SrA William E. Till.

Reentry Systems Team: A1C Chad S. Clark, SSgt Michael W. Butler and A1C Steven N. Deane.

Missile Handling Team: SSgt James Wisniewski, Sgt Michael Powers, SSgt Thomas Shimonowsky and A1C Jeffrey Sturtz.

44th

Electronics Laboratory Team: Sgt Bob Shaw and SrA Jim Wright.

Communications Squadion competitors Sgt Brian J. Sheridan and A1C Steven E. McGraw.

Munitions Team Members: Sgt Randy Huckins, SrA Erick Snellen and A1C Dwain Jarriel.

The 44th SMW, Ellsworth AFB and the Black Hills Bandit will return to Vandenberg AFB, May 4 - 10 for the annual SAC Missile Combat Competition. The wing resumes the quest for the Blanchard Trophy last won in 1982. As usual, the Bandit will escort the men and women of the 44th as they prove that they are members of the best missile wing in SAC.

To select the best Ellsworth has to offer, a series of local competitions were held and the most qualified people were selected.

The operations missile crews are fired up and ready to "go for it" — the Blanchard and various operations awards. Representing operations are four dedicated and professional officers: **1Lt Michael G. Vaughn, MCCC and 1Lt James C. Epting, DMCCC; 1Lt Raymond P. Joinson, MCCC and 1Lt Steven H. Boyd, DMCCC.**

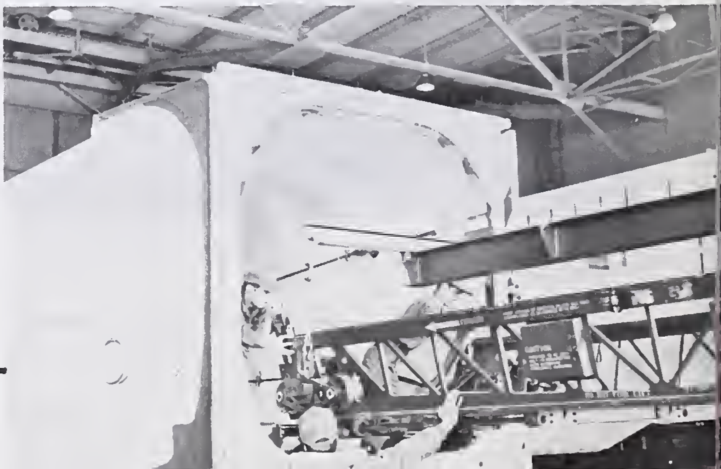
Confidence is high in the communications squadron, represented this year by **Sgt Brian J. Sheridan and A1C Steven E. McGraw.**

Striving for excellence and achieving it quickly is the attitude and goal of the civil engineering team. The 1984 members are **Sgt Robert D. Underwood and Sgt David Roshau.**

Spirits are up for the security police team as they are honing their security

Pneudraulics Team Members SSgt Paul Cornick and Sgt Grant Shuey.

Security Police Team (from L-R): Back row: SSgt Michael Graham and SSgt Arnold Jackson. Front row: A1C David Abernathy and A1C Greg Williams.


Missile Handling Team: SSgt Roget Jarvis, A1C Wayne Ferris and A1C Doug Mak.

Operations Crew (L-R): 1Lt Raymond P. Joinsan and 1Lt Steven H. Boyd.

Civil Engineering Team Member: Sgt Robert A. Underwood.

Operations Crew (L-R): 1Lt Michael G. Vaughn and 1Lt James C. Epting.

Civil Engineering Team Member: Sgt David Roshay.

Missile Handling Team Member: SSgt Steve Courchesne.

skills striving to win the distinction of best security police team in SAC for the second straight year. Members are **SSgt Michael C. Graham, SSgt Arnold D. Jackson, A1C David M. Abernathy and A1C Gregory A. Williams.**

Electronics laboratory exercises are in full swing for the upcoming competition. Expecting excellent results this year are **Sgt Bob Shaw, SrA Lisa Rivard and SrA Jim Wright.**

The pneudraulics group is composed of highly qualified capable members, **SSgt Paul Conrick and Sgt Grant Shuey** who are anxious to show their stuff at Vandenberg.

Missile handling is a strong group of four experts who consider themselves high in the running for the "best in SAC" recognition. They are **SSGT Steve Sourchesne, A1C Wayne Ferris, A1C Doug Maki and SSgt Roger Jarvis.**

Motivation is the key word for the munitions people. The 1984 contingent for honors is composed of **Sgt Randy Huckins, SrA Erick Snellen and A1C Dwain Jarriel.**

"Hand it to the Bandit" is this year's theme for the missile combat competition. It should prove to be true as Ellsworth and the 44th is sending the best qualified people who are aiming high for the distinction of being "**best in SAC.**"☐

Aircraft Maintenance

SrA Thomas S. Pinkowsky, 28 BMW, Ellsworth AFB, is SAC's Maintenance Airman of the Month. Assigned as Shop/Flight Line Specialist in the Instrument Shop, SrA Pinkowsky's "do it right the first time" attitude is evident in every task he performs. He eagerly volunteers for those complex jobs that have already frustrated his peers, and attacks them with the steady, logical troubleshooting approach that only superior systems knowledge will allow. Recently, SrA Pinkowsky was assigned to a repeat two engine pressure ration problem on a B-52. When the technical data troubleshooting procedures failed to show any sign of the problem, he reasoned that the upward movement of the wing during takeoff could be the reason for so many problems in the air with none noted on the ground. By tracing the wire bundle and estimating the amount of extra tension a flight attitude would place on it, he discovered a bare wire near the transducer that was shorting out to the airframe in flight. He quickly repaired the wire and no more problems have been experienced. Dispatching shopmates on a last-minute failure of a fuel quantity indicating system on a B-52, he provided test equipment and technical advice that enabled them to quickly locate a broken cannon plug as the source of the problem. He then accomplished a timely and lasting temporary repair of the connector to enable the aircraft to take off on time and with the safety-of-flight system fully operational.

PROFESSIONAL PERFORMERS

Missile Maintenance

SSgt Harold A. Klingensmith, 90 SMW, F E Warren AFB, is SAC's ICBM Maintenance Airman of the Month. Assigned to the Missile Maintenance Team Section, SSgt Klingensmith possesses a wealth of weapons system knowledge. He was the first enlisted maintenance technician to become a member of the prestigious Codes Component Testing Honor Roll and is the current honor roll leader with 26 consecutive 100 per cent scores. He identified a problem with a component of the launcher closure door system which, if left undetected, would damage the door mechanism. His approved T.O. change affects the entire Minuteman fleet and circumvents the problem saving the many thousands of dollars required for repair. He was personally recognized for his outstanding preparation of a launch facility for the visit of the Chairman, JCS and CINCSAC. Always calm under pressure, SSgt Klingensmith was awarded the Air Force Achievement Medal for his quick reactions in avoiding the destruction of a $1.3 million payload transporter loaded with a $4 million missile guidance set when the left front tire blew on the tractor he was driving. SSgt Klingensmith's dynamic leadership manifests itself in those personnel assigned to him. His team and team members have received numerous squadron and wing professional performance awards. Two of his four team members were selected to participate in the SAC Missile Combat Competition. Additionally, his team was selected for the operational test launch of a Minuteman missile conducted in December 1982.

Flying Crews

Capt Larry E. Faber recently flew an operational reconnaissance sortie from RAF Alconbury, United Kingdom, in the single-seat, single-engine TR-1. The flight had been uneventful until nearing completion of the orbit at which time the DC generator failed. The transformer-rectifier (T-R) failed to pick up the load. Capt Faber recycled the system and the T-R then assumed the electrical load. Approximately eight minutes later the emergency battery on light on the annunciator panel illuminated indicating that the T-R had dropped the DC load and the electrical system was operating on battery only. The pilot again recycled the T-R system but it would not resume the load. This, coupled with an unknown malfunction of the essential DC bus, left only the emergency DC bus and part of the essential DC bus available. At this point, Capt Faber departed the orbit and headed toward RAF Alconbury. Approximately 15 minutes prior to landing he attempted to lower the landing gear and found that they would not extend with the normal system. He then successfully lowered them using the manual system. He also discovered that the flaps could not be lowered so he was committed to a no-flap, no-trim, lights-out, night landing.

The ceiling at Alconbury was ragged at 3000 ft with cloud tops at FL 140 and visibility at three miles with rain and fog. With no ILS available, an inoperative TACAN and no flaps, Capt Faber requested an ASR approach. A no-flap landing in the TR-1 requires a one and one-fourth degree glide path which is well below the glide path capabilities of ground controlled approaches. Due to an inoperative transponder, approach control was forced to use skin paint techniques. However, atmospheric conditions degraded the effectiveness of this procedure and resulted in several erroneous headings from approach control.

Through all this Capt Faber displayed exceptional airmanship. Approximately one hour and 30 minutes after the initial generator failure he completed an excellent landing to terminate the emergency. Subsequent investigation revealed that the gear box failed causing the generator to fail.

Crew E-31, 319 BMW, Grand Forks AFB, is SAC Flying Crew of the Month. Crew E-31 consists of: Capt Frederick O. Schott, P; 1Lt Michael E. Walker, CP; Capt Jeffrey A. Zink, RN; 1Lt Steven E. McKay, N; Capt Matt W. Oswald, EW; and Sgt John J. Penella, Jr., G.

After completing the low level phase of a ORI mission recently, the crew experienced hydraulic failure on the number five system with zero pressure indications. A short time later, the number one hydraulic pressure suddenly dropped to 2000 psi. Faced with a critical emergency, the crew aborted the mission and returned to Grand Forks. When the crew lowered the landing gear lever, only the tip gear extended. Capt Schott then turned on both body system standby pumps. The pressures built up in both systems, and the left forward and right aft landing gear locked down. The crew followed T.O. procedures to emergency extend the remaining two main landing gears. The left aft gear extended, but the right forward went only to an intermediate position. With the right forward gear emergency extension failing, the crew did not make any more attempts due to the risk of losing all the hydraulic fluid from the number four system.

Three miles prior to touchdown, the crew turned on both body system standby pumps. With the stabilizer trim now working, but at a reduced rate, Capt Schott moved the trim from zero to one unit nosedown. During the flare, to reduce floating and lengthening the landing distance, Capt Schott slowly raised the airbrakes to position six.

The aircraft landed smoothly and the drag chute deployed normally at 125 KIAS. During the landing roll, the right forward landing gear, which had been down but not locked, partially retracted causing the aircraft to list to the right. Brakes were applied and the aircraft stopped with 2000 feet of runway remaining.

Postflight inspection revealed shaft failure of the number four hydraulic pump, numerous leaks in the number one system, and a massive leak in the number five system causing hydraulic fluid to be pumped into the number four main fuel tank and the pump to fail due to loss of lubrication.

As a result of these combined malfunctions, the crew landed with one failed main landing gear and braking only on one set of wheels rather than the normal four.

One thing SAC crews learn very early about the flying game is to be flexible. With our dynamic mission, this is especially true when it comes to last minute mission changes. In many cases, last minute or inflight changes cause us a great deal of consternation. Let's join Major SIFIC, an erudite IP, and his neophyte tanker crew sitting on the hammerhead awaiting takeoff on a "normal" training mission.

Control — Boss 01, this is Dodge Control.

CP — Dodger Control, Boss 01, go ahead.

Control — Boss 01, your receiver has been canceled, do not take off, stand by for a mission change.

Nav — Pilot, can you believe this? Same thing happened last time I flew with another crew. Our clearance got all messed up and we were 20 minutes late to the ARCP.

Maj — Don't get so excited, Nav. If we play our cards right, you'll be on time today.

(Five Minutes Later)

Control — Boss 01, I have your new mission, advise when ready to copy.

CP — Roger Dodger, ready to copy.

Control — Boss 01, your mission is now air refueling, abbreviated nav leg, and transition at home field. Refueling area is AR 615, flight of two F-15's, offload 6000 pounds each, ARTC 2015Z. Final landing 1600 local, have a good flight.

CP — Nav, you got all that?

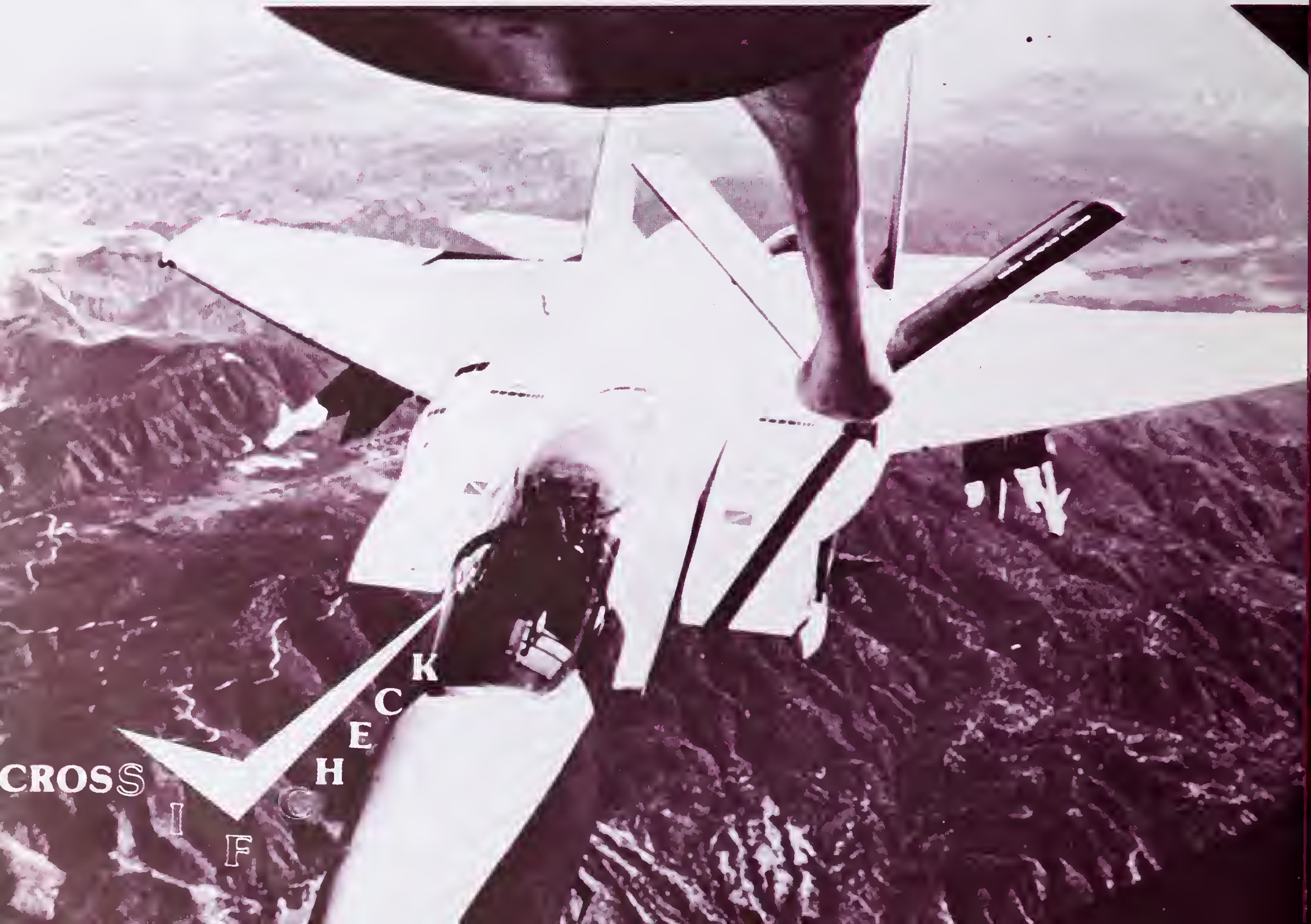
Nav — Yeah, fortunately I have a hip pocket nav leg ready, but we have to take off in five minutes to meet that ARCT.

CP — I guess I better call base ops so they can get the new flight plan to ARTCC.

Maj — Just a second there, CO. If you do that, we won't have a clearance for at least 15 minutes.

P — Why's that? I thought base ops could send our change directly to the ARTCC computer and a revised

Flight Plan Change — Ever Cause a Problem?



clearance would be ready almost immediately.

Maj — Not exactly. You would be right had we gotten the change prior to leaving base ops; but right now our flight plan is locked in the ARTCC computer.

CP — Locked in the computer, I don't understand.

Maj — Thirty minutes prior to our proposed departure time the computer automatically locked our flight plan in. By locked in I mean only ARTCC personnel may access our flight plan for changes, deletions or for any purpose.

CP — Well, won't the dispatcher just telephone our new flight plan to the center?

Maj — Only if the change is minor. You know maybe a one or two point change; but a flight plan like ours is pretty complex. Too much chance for error over the phone. Besides, ARTCC personnel can't be tied up inserting flight plans, that's what the dispatcher is paid to do. For a major change like ours, the dispatcher will call center and tell them to cancel the original flight plan. The dispatcher will then submit the new one directly into the computer.

CP — I think I'm starting to see the picture. If I call base ops with the change, the dispatcher would submit a new flight plan. It takes a certain amount of time to do this and right now we don't have time to wait, right?

Maj — Yeah, and our flight plans are short compared to a Buff's. You know they have all those weird things like IR routes, racetracks, fighter intercepts, not to mention A/R. Why I bet it must take 15 or more minutes for a dispatcher to type one of those beauties in. And besides, base ops dispatchers have other duties besides just typing in flight plans.

CP — I see how to beat the system now, always take off using the flight plan already in the computer and then coordinate a change through FSS after we're airborne.

Maj — No, that's not a good idea unless we don't have time to coordinate the change prior to takeoff and the change involves points about 45 minutes or more after takeoff. Remember FSS operates under the same constraints as base ops. They must either telephone or teletype changes to ARTCC. Again, it takes a certain amount of time for changes to be inserted into the computer. And besides, after we're airborne it's a little more complicated to insert a change.

CP — I'll bet it's more complicated because after we're airborne, they can't just cancel our original flight plan and insert the new one.

Maj — You're right. It would be disconcerting to be cruising along up there and suddenly have our flight plan disappear. That's one reason why our flight plan is locked in; so facilities outside ARTCC don't mistakenly delete a flight plan.

CP — You've got me interested now. Tell me what happens at ARTCC when base ops or FSS submits a flight plan change.

Maj — Prior to takeoff, changes are submitted to the ARTCC which serves your airfield. Airborne changes are submitted to the ARTCC whose airspace you are in. In any case, all changes are received by the flight data section of ARTCC. What flight data does with the changes varies slightly from center to center. Typically for inactive flight plans, aircraft not airborne, the flight data specialist would insert the change into the computer. For active flight plans, proposed changes would be given to the flow controller. He would then determine which sector is currently handling the aircraft and then route the proposed change to that controller.

CP — Wait a minute. You mean the change ended up at the guy who just told me to pass the change through FSS because he was too busy to take it?

Maj — Right on, CO.

CP — Now you really have me confused. If the controller is going to get the change anyway, why didn't he just take it from me in the first place?

Maj — The answer to that's easy. He was just too busy to tie up his radios and time listening to you rattle off 12 points on the proposed change.

CP — Well I can understand that, after all, a controller's primary job is to separate aircraft, not take flight plan changes. But if he gets the change anyway, how does passing it through FSS make it any easier?

Maj — There are two controllers, the "radar controller" who actually controls traffic and talks to you, and a "manual controller" who follows flight with progress strips and otherwise assists the radar controller. When a proposed change is given to the radar controller, he will check it and then have the manual controller insert the change into the computer.

CP — That's pretty nifty. The radar controller knows what the change is so he won't be surprised when a change of flight plan suddenly appears; and since the manual controller inserts the change, the radar controller can continue his primary job of separating traffic.

Maj — You got it, CO. Now just imagine how much time it might take for this whole process. Changes passed through FSS may not get immediate attention by the FSS specialist. Like the base ops dispatcher, they also have many other duties that might preclude them from passing your change immediately upon receipt.

CP — From what you told me, I would be better off passing all flight plan changes directly to the controller.

Maj — Logical deduction. You eliminate all the middle men and the change can be coordinated immediately.

CP — I've got the ultimate answer now. Always take off using the flight plan in the computer and then coordinate the change with the controller after airborne.

Maj — Unfortunately, there's one little hitch, and you mentioned it already. Sometimes the controller is too busy to take a change.

CP — Uh, oh. I should have guessed, it's not that simple.

Maj — Like right now, if we take off on our original clearance, we're betting the controller will take our change and let us go where we want. If he's too busy, he might make us wait until he has time to take the change, or worse yet, he might tell us to go through FSS. In either case, we'll have to fly our original routing until the change can be effected.

CP — I see what you mean. I know I wouldn't want to explain to the DO why we flew west when the ARCP was east and we were 45 minutes late for A/R.

Maj — And that's a fact, jack. We should make every effort to obtain the correct clearance prior to takeoff.

CP — Okay. But now we're back to the original problem. We need to take off immediately and we don't have time to coordinate a new clearance. Catch 22, right?

Maj — Not exactly. You're right in that we have to take off now, but we can hedge our bet that the controller will accept our change.

CP — How's that?

Maj — We will take off with our original clearance and when you contact center, tell the controller you have a major flight plan change. Ask him if he could take the first point or two to get us going in the right direction and you will pass the remainder through FSS.

P — Do you think the controller will be receptive to that?

Maj — More receptive than if you try to dump the whole thing on him. Controllers like to help us in every way they can. Inserting one or two points is pretty easy; and if he's not too busy, he might even take the whole thing.

CP — Let's see if I have this right now. A prudent pilot would make every effort to get the correct flight plan in the computer prior to takeoff. But if you're up against the wall and have to get airborne, go ahead and take off and try to coordinate the first couple of points with the center controller. But remember, he might be too busy to even take that, in which case you could be going in the wrong direction until he has time to take the change or the change is coordinated through FSS.

Maj — I couldn't have said it better. One final point that I think you should remember. Changes coordinated through base ops or FSS take time. Don't get upset if a change you submitted does not magically appear a couple minutes after you've called it in.

Nav — Pilot, would you two cut out the rapping, if we don't get airborne in the next minute, we'll never make the CT.

CP — Roger, Nav. Podunk Tower, Boss 01, number one ready for takeoff.

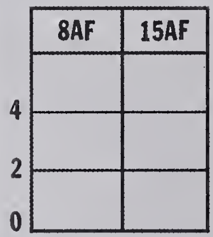
Tower — Boss 01, change to departure control, monitor guard, cleared for takeoff.

SAC'S FLYING SAFETY RECORD

CLASS A FLIGHT MISHAPS

YEAR	74	75	76	77	78	79	80	81	82	83	84
TOTAL MISHAPS	8	4	4	4	4	5	4	4	2	2	0
FLYING HOURS 100,000	5.1	4.2	3.9	3.7	3.6	3.6	3.4	3.5	3.5	3.0	0.5
FATALITIES	14	7	22	10	5	7	2	14	9	7	0
RATE	1.6	1.0	1.0	1.1	.28	1.4	1.2	1.2	.58	.65	0.0*

*ESTIMATED RATE BASED ON 310,000 FLYING HOURS



1984 CLASS A MISHAPS	

CLASS B	
FEB	0
1984	0

CLASS C	
FEB	32
1984	45

FLYING HOURS	
FEB	26,739
1984	53,048

Safety Screen

The SAC Safety Screen is an honor roll of SAC's most professional crews. To gain listing on the Screen, crew members must be nominated by their unit commanders and meet high selection criteria of experience in their aircraft or missile system *IAW AFR 127-2/SS1.*

70 AREFS, Grissom Crew R-182P: P Capt George T Tigner, CP Capt James L Riesinger, IN 1Lt Michael R. Scott, BO Sgt Bartley E Elliot

305 AREFS, Grissom Crew E-122R: IP Capt Larry D Bottomley, CP Capt Dana R DeLouis, IN Capt Leslie M Hausse, IS MSgt Charles G Counts

305 AREFS, Grissom Crew R-131R: P Maj Rex E. Schlegenhauf, CP Capt Michael P Gee, IN Capt Robert J Garcia, IS SSgt Paul B Houser

380 AREFS, Plattsburgh Crew E-114: P Capt Fredrick L Jaklitisch, CP 1Lt William R Carter, N 1Lt Steven F Flynn, BO SSgt James A Bullock Jr

528 BMS, Plattsburgh Crew R-17: P Capt Stephen P Vancil, RN Capt Reed L Roberts

529 BMS, Plattsburgh Crew S-54: P Maj Harry J Wurster, RN Maj Thomas G Walters

91 AREFS, McConnell Crew S-101: IP Capt Mark D Whitlow, CP 1Lt Charles M Conley, IN Maj James B Jolly, IBO TSgt Omer D Crafton

384 AREFS, McConnell Crew R-159: P Capt George A Loerakker, CP 1Lt Jorge G Avila, IN Maj Michael H Driskill, BO A1C Michael J Perry

308 SMW, Little Rock Crew R-128: MCCC 1Lt Sandra Martin, DMCCC 2Lt Miguel A Ocasio, MSAT A1C Steven A Coulson, MFT A1C Kevin A Peets

351 SMW, Whiteman Crew R-014: MCCC 1Lt John O Miller, DMCCC 2Lt Russell G Stewart III

381 SMW, McConnell Crew E-192: MCCC Capt Gary E Griffin, DMCCC 2Lt Brett W Weatherford, MSAT A1C David D Gallmon, MFT A1C Mark L Eicholz

90 SMW, F E Warren Crew R-063/E-071: MCCC Capt Dale A Chapman, DMCCC 2Lt Liston B Mobley

91 SMW, Minot Crew R-052: MCCC Capt Charles D Bowker DMCCC 2Lt Michael R Runels

44 SMW, Ellsworth Crew R-184: MCCC 1Lt Ronald Johnson, DMCCC 2Lt Gerald Lindor

321 SMW, Grand Forks Crew R-112: MCCC 1Lt Warner Brake, DMCCC 2Lt Scott Goehring

351 SMW, Whiteman Crew E-172: MCCC 1Lt Dennis J Beers, DMCCC 1Lt Louis R Darden

308 SMW, Little Rock Crew E-082: MCCC 1Lt Christopher C Maley, DMCCC 1Lt Debbie Vuncannon, MSAT SSgt Mark S Atwell, MFT TSgt John Szczencina

20 BMS, Carswell Crew R-31: AC Capt Timothy B Moore, CP Capt Gregory D Holm, RN Capt Thomas L Weikel, N 1Lt Stacy C Callaghan, EW 1Lt Edward S Wolfe, G SSgt James J Galambos

128 ARG, Gen Mitchell Fld, Milwaukee, WI: P Maj Daniel W Pagel, P Maj Manuel M Luis, Jr, N 1Lt David B Sjostrum, BO TSgt Robert V Kowalski

9 AFEFS, March Crew: P Maj Donald W Averitt, CP Capt William D Baddorf, FE SSgt David J Spalding, BO SSgt Danny R Able

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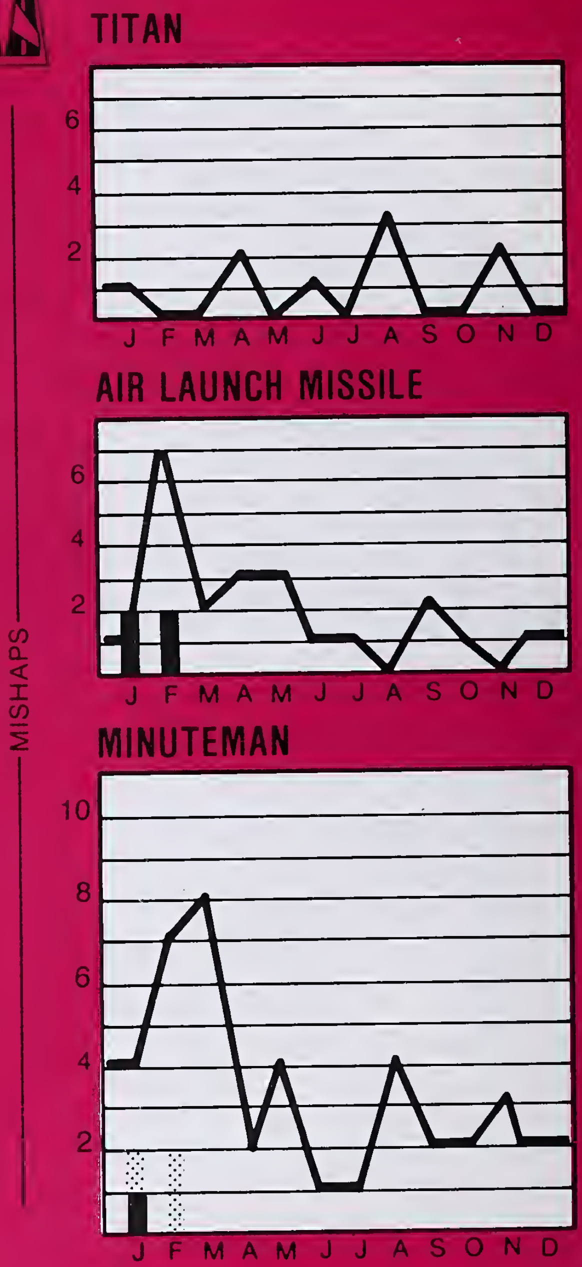
1984

MISSILE MISHAPS



PERSONNEL ERROR ▬

NON PERSONNEL ERROR ▨

TOTAL MISHAPS 1983 〰